

INTRODUCTION

The Kingman Airport Master Plan Update is being funded primarily by the Federal Aviation Administration (FAA), is being sponsored by the Mohave County Airport Authority, Inc./City of Kingman, and is being prepared by Coffman Associates, Inc. The Master Plan is a comprehensive analysis of airport needs and alternatives with the purpose of providing direction for the future development of this facility. This master planning effort is an update of a previous master plan completed in 1980. It is typical for airports to update their planning every five to seven years, especially in view of the dramatic changes that have been occurring in the aviation industry.

As a supplement to this master plan process, an Environmental Assessment (EA) will be prepared to satisfy the requirements of the National Environmental Policy Act of 1969 (NEPA). The EA will address the initial development proposed for the airport, and

will identify anticipated environmental impacts.

STUDY OBJECTIVES AND APPROACH

The primary objective of the Airport Master Plan is to establish and maintain a long-term development program that will yield a safe, efficient, economical, and environmentally acceptable facility. The accomplishment of this objective requires the evaluation of the existing airport and a determination of what actions should be taken to meet the aviation needs of the area.

The updated Master Plan provides a phased outline of the indicated developments, and gives responsible officials advance notice of future needs to aid in scheduling and budgeting, allowing for timely development of

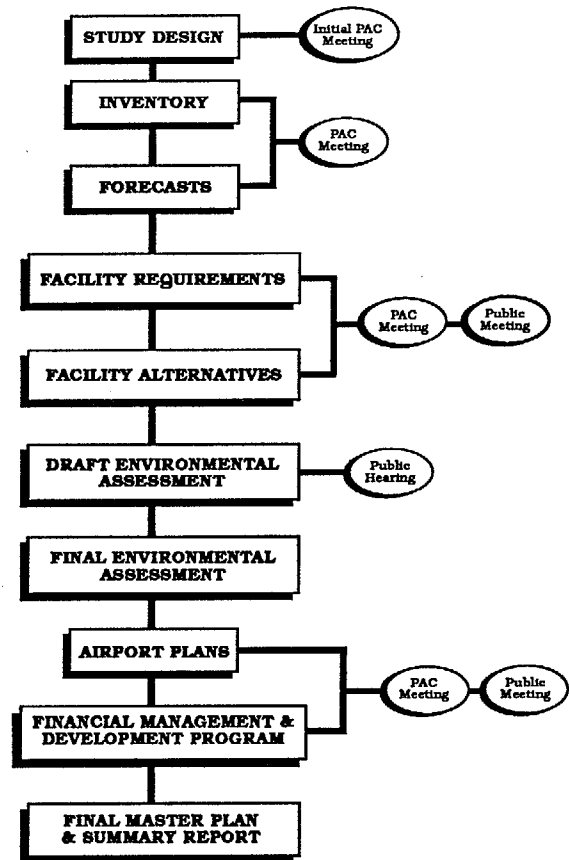
the airport. To accomplish these objectives, the Master Plan will complete the following.

- ♦ Inventory and analyze data pertinent to the airport and its environs.
- ♦ Collect and analyze general economic factors and evaluate the area's aviation activity.
- ♦ Forecast aviation activity through the year 2010.
- ♦ Determine facility requirements for the airport.
- ♦ Develop alternative ways to provide needed facilities.
- ♦ Prepare an airport layout plan compatible with both aviation demands and the local environment.
- ♦ Schedule priorities, phase proposed development, and estimate development costs.

The master plan study approach includes the involvement of the public throughout the planning process. This will be accomplished through the input and guidance of a Planning Advisory Committee (PAC) established specifically for this study, and through public information meetings and a public hearing at strategic points during the course of the master plan study and EA.

Working papers (draft chapters) will be submitted during the study to solicit input from the Kingman Airport Planning Advisory Committee, the Arizona Department of Transportation (ADOT)/Aeronautics Division, and the FAA. These working papers, upon revision, will become the chapters for the final Master Plan report.

STUDY PROCESS



PLANNING ADVISORY COMMITTEE

Although Kingman Airport is operated by the Mohave County Airport Authority, Inc., officials recognized at the start that the success of this planning effort could not be assured without the input of individuals or groups concerned about the future of the airport, the local community, and the local economy. Therefore, in addition to the Mohave County Airport Authority and its staff, the Airport Authority has selected representatives of the Kingman Airport Subcommittee, the FAA, the ADOT/Aeronautics Division, and local planning officials, to comprise the PAC for the Kingman Airport Master Plan Update.

The PAC will meet at critical points throughout the process to review preliminary findings of the consultant, discuss alternatives, and provide guidance, prior to the initiation of each new phase of the study. The findings and final recommendations will be shared with the general public at public information meetings throughout the course of the study.

AIRPORT USERS

The FAA currently defines three broad categories of aviation activity: Air Carrier, General Aviation, and Military. *Air Carriers* are those airlines which provide scheduled carriage of passengers or freight under restricted permits issued by the FAA. Air Carriers may be divided into two major groupings.

- ♦ **Certificated Route Air Carrier.** An air carrier engaging in interstate or overseas transportation under a Certificate of Public Convenience and Necessity issued by the DOT. Certain non-scheduled or charter operations may also be conducted by these carriers, all passenger carriers, and combination carriers operating under Federal Aviation Regulation (FAR) Part 121 certificates.
- ♦ **Air Taxi or Commercial Operators.** Operators of airplanes with a maximum seating (excluding pilot) of 30 passengers or a maximum payload capacity of more than 7,500 pounds. They operate under Federal Aviation Regulation (FAR) Part 135 certificates.

Air Carrier/Commuter activity is typically the most visible form of flight because it is most common to the experience of the average citizen. The deregulation of the aviation industry in 1978 has resulted in an intense diversification in the carriers serving the

marketplace, as well as the stratification of the carriers into national and regional service levels.

General Aviation includes every type of civil flying other than the Air Carriers and Military, consequently, the type of activity is characterized by a fairly low profile. General Aviation flying falls into four major categories.

- ♦ **Business.** The use of an aircraft for executive or business transportation. This includes aircraft used by an organization and operated by professional pilots to transport its employees and property (not for compensation or hire); and aircraft used by an individual for transportation required for his or her business.
- ♦ **Commercial.** The use of an aircraft for commercial purposes (other than commuter and air carrier), including: on demand air tax; aerial application, such as crop dusting; special industrial usage, such as pipeline patrol, advertising and photography; and emergency medical use.
- ♦ **Instructional.** The use of an aircraft for formal flight training with an instructor aboard, or with the maneuvers on a flight specified by the flight instructor.
- ♦ **Personal.** The use of an aircraft for personal purposes not associated with a business or profession, and not for compensation or hire.

General Aviation is the largest and the most significant element of the national air transportation system. General Aviation aircraft constitute 98 percent of all aircraft in use today. Certificated airlines serve about 500 airports while there are over 12,700

general aviation airports in the country. General Aviation airports serve the needs of 186 million passengers and general aviation accounts for more flight miles, more flight hours, and hauls more cargo than do the Air Carriers.

Military Aviation includes all flying in support of the national defense and conducted by military aircraft.

THE AIRPORT'S ROLE

Kingman Airport is classified in the **National Plan of Integrated Airport Systems, 1986-**

1995, as a *Commercial Service* airport. Commercial service airports are defined as those having 2,500 or more annual enplanements.

This Master Plan study will examine and consider all of the activities currently taking place at Kingman Airport and strive to produce a plan that will support all airport users, and meet the needs of the community.